WALLOPS AIRFIELD REPAIR PROJECT, COF PHASE 1, IFB NNG15549738R

INDUSTRY QUESTIONS

1. What is the estimated budget or cost magnitude for this?
NASA RESPONSE: Please see provision L.26 of the solicitation for the magnitude of the requirement.

2. Please clarify area required for installation of grounding system (Item No. 21 / New Work Notes) listed on sheet C-001. Note No. 21 says the system to be installed in a 50 FT by 50 FT grid. How large of an area is this to be installed?
NASA RESPONSE: Provide grounding as indicated on plans. See sheets CS125, CS129, CS135, and CS136.

3. Drop inlet designation 10 on sheet CG-135 has no rim or invert elevations listed. Is this drop inlet to be included in the contract? The storm drain system shows work to be performed on sheet CG 135 Plan B. There is no sheet CG-135 Plan B included in this set of drawings. Has this been inadvertently left out of the set?
NASA RESPONSE: Provide work as indicated on CG135 Plan B. Plan B is located between the storm drainage notes and general notes. The project does not replace structure 10 and existing rim and invert must be maintained. The project does require the replacement of pipe 9 as indicated on CG136 storm drainage notes. For bidding purposes assume a drop inlet depth no greater than nine feet at structure 10.

4. Sheet CS503 Detail E lists three cases showing detailed edge joint situations. There does not appear to be any concrete replacement on sheets CS 102, CS112 or CS135 related to these situations even though the detail shows “New PCC”. Do we install new asphalt as detailed and disregard the reference to “New PCC”?
NASA RESPONSE: Refer to new work note 14 on C-001. Note 14 is identified on sheets CS102, CS112, CS135 and CS136. Detail E on sheet CS503 has three cases which are clearly identified on sheets CS102, CS112 and CS135 as either TEB CASE 1, TEB CASE 2, or TEB CASE3.

5. Are there any amendments forthcoming for this project?
NASA RESPONSE: No amendments are intended.

6. Ref: note 21 on sheet CS125 states place grounding rods on 50’ X 50’ grid, typ. Only one line of rods are shown in panel row CB which are randomly spaced from 50’ to 70’. Please clarify location/ magnitude of grounding rods.
NASA RESPONSE: Note 21 on sheet CS125 spacing description is a typical

statement. Ground work on sheet CS125, CG129 and CG134 are not typical. Coordinates for these locations can also be found on CM107, CM108, and CM110. Coordinates for extreme limits of grounding can also be found on CM111 for apron reconstruction grounding. Also see response to Industry Question 2 above.

7. The specification for Cold In Place Recycling has a listed gradation of less than 1% fines (material passing 200 sieve) which does not seem realistic with the reuse of materials that exist in place. Can this gradation be modified in the Job Mix Formula (JMF)?
NASA RESPONSE: The specification section 32 01 17 paragraph 2.6.1 does not apply when specifying a gradation as shown in paragraph 2.2, Table 1. Table 1 is the specified combined gradation. Paragraph 2.6.1 should be disregarded. Core data, extraction data, and gradation data is included with the responses and entitled "6303 Preliminary Core Data" and "Pages from COF NASA-1368232-PREFINAL".

8. There is also a layer of pavement fabric which exists in these areas that may create issues with the Cold In Place Recycling process as it clogs the screens and would also contaminate the mix. Will this be removed with the 2" milling of the material before construction of the Cold In Place Recycling?
NASA RESPONSE: Core data (six cores), extraction data, and gradation data is included with this response and is entitled "6303 Preliminary Core Data" and "Pages from COF NASA-1368232-PREFINAL". An earlier core taken in the same location identified no fabric but the uppermost 2 inches of AC was completely delaminated. Preliminary data from most recent cores encountered fabric in half of samples at the interface of the delaminated 2" surface course. In the event fabric exists, pavement fabric can be easily removed or incorporated into cold in-place JMF so long as fabric pieces do not exceed a 5 inch diameter.

9. Runway pavements typically require grooving. Specs call for broom texturing only. Is brooming all that's required?
NASA RESPONSE: Existing areas identified as grooved are not required to be reestablished.